

**City of Greensboro Planning Department  
Zoning Staff Report  
September 11, 2006 Public Hearing**

*The information provided in this staff report has been included for the purpose of reviewing proposed zoning changes. Since the zoning process does not require a site plan, there may be additional requirements placed on the property through the Technical Review Committee process to address subdivision and development regulations.*

**Item:** B  
**Location:** West side of Guilford College Road between West Market Street and Hibler Road

**Applicant:** Hedgecock Builders Supply Company of Greensboro  
**Owner:** Hedgecock Builders Supply Company of Greensboro

**From:** RM-12 & CD-SC  
**To:** CD-PDM

- Conditions:**
- 1) Tracts A and B shall contain all uses allowed in the SC District subject to the development and dimensional requirements of the SC District and may contain Mixed Development land uses subject to the requirements of Section 30-5-2.59 of the Development Ordinance.
  - 2) Tract C shall contain residential condominiums designed for sale and accessory uses.
  - 3) Tracts A and B shall contain a combined maximum of 250,000 square feet of gross floor area.
  - 4) Tract C will contain a maximum of 234 residential condominium units, with a maximum height of three stories.
  - 5) Pedestrian access among Tracts A, B and C shall be provided and promoted through the development and use of sidewalks, crosswalks, and benches located in the vicinity of street intersections.
  - 6) An interior public street will be provided to connect with Hibler Road and Guilford College Road.
  - 7) There will be a maximum of three (3) access points from Guilford College Road, the location of which will be as approved by the Greensboro Department of Transportation.
  - 8) Transportation improvements identified in the Transportation Impact Study submitted in connection with this request and found by the Greensboro Department of Transportation to be necessary after a site plan is developed and approved by the City's Technical Review Committee, will be made by the developers of the property.
  - 9) No loading docks shall face Guilford College Road.

SITE INFORMATION	
<b>Maximum Developable Units</b>	234 (Tract C)
<b>Gross Density</b>	10.75 dwelling units per acre
<b>Existing Land Use</b>	Hedgecock Builders, Spring PCS, Dry Cleaners, Vacant Single Family Residential
<b>Acreage</b>	37.33
<b>Physical Characteristics</b>	<i>Topography:</i> Southeastward slope <i>Vegetation:</i> Mature trees / open field <i>Other:</i> N/A
<b>Overlay Districts</b>	N/A
<b>Historic District/Resources</b>	N/A
<b>Generalized Future Land Use</b>	Mixed Use Commercial
<b>Other</b>	N/A

SURROUNDING ZONING AND LAND USE		
<b>Location</b>	<b>Land Use</b>	<b>Zoning</b>
<i>North</i>	Texaco Gas Station, Allstate Insurance Office, The Hair Studio, Guilford Baptist Church, Exxon Gas Station	HB, LI, RS-12
<i>South</i>	Single Family Residential, Reynolds Gospel Baptist Church, Guilford Place Apartments, God's Place of Worship and Delivery	RM-12, RS-12
<i>East</i>	Single Family Residential, Guilford Storage, AutoZone, Guilford Industrial Park	RS-15, LI, CD-HB, HB
<i>West</i>	Hidden Valley Mobile Home Park, ABolder Image, Custom Industrial Aloe Plant, Dynamic Controls, Single Family Residential	RM-12, LI, RM-12

ZONING HISTORY		
<b>Case #</b>	<b>Year</b>	<b>Request Summary</b>
3114	2003	A request to rezone the majority of the subject property from RM-12, LI and CD-SC to CD-SC was approved by the Zoning Commission on March 13, 2003.
2288	1991	A request to rezone a 30-acre portion of the subject property from Residential 120 and Industrial L to Conditional Use – Commercial N for a designed shopping center was approved by the Zoning Commission in January 1991.
D635	1990	A request to rezone a 3.4 acre portion of the subject property opposite Hackney Road from Residential 120 to Industrial L was denied by both the Zoning Commission and City Council in April and May of 1991, respectively.

## DIFFERENCES BETWEEN RM-12 & CD-SC (EXISTING) AND CD-PDM (PROPOSED) ZONING DISTRICTS

**RM-12:** Primarily intended to accommodate multifamily uses at a density of 12.0 units per acre or less.

**CD-SC:** Primarily intended to accommodate a wide range of high intensity retail and service developments meeting the shopping needs of the community and the region. The district is established on large sites to provide locations for major developments which contain multiple uses, shared parking and drives, and coordinated signage and landscaping. The existing zoning is subject to the following conditions:

- 1) Uses: All uses allowed in SC District including Mixed Development land use subject to the requirements of Section 30-5-2.59 of the Development Ordinance, or mixed use as permitted by current Development Ordinance requirements.
- 2) Freestanding signs for development identification and playbills shall be limited to 25 feet in height; outparcels shall not exceed 45 square feet in size.
- 3) All signs shall be constructed with a common color scheme limited to three colors; no neon lights shall be allowed on freestanding signs or wall signs (with the exception of window signs).
- 4) No outparcel shall have direct access to Guilford College Road.
- 5) The site shall have no direct access to Market Street and a maximum of three access points to Guilford College Road.
- 6) The Guilford College Road access points shall be located opposite Wendy Court, Hackney Road and Friendswood Drive.
- 7) Turn lanes and access limitations for each of the three Guilford College Road access points shall be designed and constructed according to recommendations in the Traffic Impact Study and as approved by GDOT and NCDOT.
- 8) Applicant or developer shall construct an eastbound right-turn lane at the intersection of West Market Street and Guilford College Road as provided in the Traffic Impact Study.
- 9) All tax parcels shall be combined into one tax lot prior to development.
- 10) Developer shall screen single family residential properties along the southwest boundary with a solid row of evergreens as approved by the City of Greensboro Planning Department.
- 11) Prior to lot combination and development, applicant shall subdivide the subject lot from that portion of Tax Parcel 00—1-0028-0-0893-023 that remains zoned RM-12.
- 12) No loading docks shall face Guilford College Road.
- 13) Existing structures on the site shall be removed prior to redevelopment.
- 14) Gasoline stations and convenience store outparcels with gasoline pumps shall place pumps behind the building on the site opposite Guilford College Road.
- 15) Developer shall plant and maintain a solid single row of Leyland Cypress or similar variety of evergreen along the western boundary with spacing to be such that it acts as a visual buffer, said evergreen buffer to be approved prior to planting by the City of Greensboro Planning Department.
- 16) Fast food restaurants with drive-through windows shall not be allowed on the southern two outparcels.

**CD-PDM:** Intended to accommodate residential, commercial, and light industrial uses developed on large tracts in accordance with a Unified Development Plan. See Conditions for use limitations and other restrictions.

<b>TRANSPORTATION</b>	
<b>Street Classification</b>	W. Market Street – Major Thoroughfare, Guilford College Road – Major Thoroughfare.
<b>Site Access</b>	Three access points proposed to Guilford College Road. One will be a right in right out, the second will be a left over, and the third will be a full access to align opposite of Friendswood Drive. There will also be a required street connection via Hibler Road. All access points must meet the City of Greensboro and NCDOT Standards.
<b>Traffic Counts</b>	W. Market Street ADT = 25,300, Guilford College Road ADT = 29,594.
<b>Trip Generation</b>	24 Hour = 13,642, AM Peak Hour = 373, PM Peak Hour = 1,267 Saturday Peak Hour = 1,663.
<b>Sidewalks</b>	Sidewalks are a requirement of the Development Ordinance. 6' sidewalk with a 4' grass strip is required along both sides of thoroughfares. 5' sidewalk with a 3' grass strip is required along one side (at a minimum, collectors may require sidewalk on both sides) of all other street types.
<b>Transit</b>	Yes.
<b>Traffic Impact Study</b>	Yes required per TIS Ordinance. Please see the Additional Information section of this report for the Executive Summary. The mitigation measures indicated in the TIS will require this developer to add an additional northbound left turn lane at the intersection (Guilford College and W. Market) as well as left and right turn lanes for all of the proposed access points.
<b>Street Connectivity</b>	Yes a street connection to Hibler Road will be required per the Street Connectivity Policy. Please see the Additional Information section of this report for the street connectivity review.
<b>Other</b>	N/A.

<b>ENVIRONMENTAL REVIEW</b>	
<b>Water Supply Watershed</b>	No, site drains to South Buffalo
<b>Floodplains</b>	N/A
<b>Streams</b>	Perennial stream located on site (adjacent to Guilford College Rd.). A 50' buffer is required for the stream. Buffer is to be measured from top of bank, top of steep slope or edge of contiguous wetlands (whichever produces the greatest buffer). The restrictions within the buffer are as follows: first 15' must remain undisturbed and next 35' has a built upon area limit of 50% with no occupied structures allowed.
<b>Other</b>	N/A

LANDSCAPING REQUIREMENTS	
Location	Required Planting Yard Type and Rate
North	Determined by TRC approved Unified Development Plan
South	
East	
West	

## CONNECTIONS 2025 COMPREHENSIVE PLAN POLICIES

### Connections 2025 Written Policies:

Reinvestment/Infill Goal: Promote sound investment in Greensboro's urban areas, including Center City, commercial and industrial areas, and neighborhoods.

POLICY 4C: Promote new patterns and intensities of use to increase economic competitiveness and enhance quality of life in urban areas.

POLICY 4C.1: Establish standards for and promote new forms of compact development.

POLICY 5F.2: Improve design standards for new development to enhance community appearance and sense of place (visual impacts on adjacent neighborhoods).

POLICY 6C: Promote the diversification of new housing stock to meet the needs of all citizens for suitable, affordable housing.

POLICY 7C.3: Identify brownfield sites and *underutilized*/abandoned properties and buildings and expedite opportunities for development.

Transportation Goal: Develop and maintain a safe, efficient, and environmentally sound transportation system that provides convenient choices for accessing destinations throughout Greensboro and the Triad, including a range of well-integrated transit, pedestrian, and bicycle linkages.

### Connections 2025 Map Policies:

*The area requested for rezoning lies within the following map classifications:*

Mixed Use Commercial: This designation is intended to promote a mix of uses, of which various commercial uses remain predominant, but where residential, service, and other uses are complementary. Where applied to older highway corridors characterized by "strip" commercial uses, the intent is to encourage infill and redevelopment for a more diverse and attractive mix of uses over time. Examples include residential units over commercial uses or a wider array of economically viable uses to replace obsolete uses. Such areas also may represent opportunities for the introduction of substantial higher density and/or mixed-income housing, with negligible impacts on, or resistance from, nearby single-family neighborhoods. Ensuring that buildings are of the appropriate scale and intensity is critical, as is ensuring that sites are designed in a coordinated, as opposed to a lot-by-lot, manner.

## CONFORMITY WITH OTHER PLANS

*The following aspects of relevant plans may be applicable in this case:*

**City Plans:** N/A

**Other Plans:** N/A

## STAFF COMMENTS

**Planning:** The majority of the subject property has maintained commercial zoning since 1991, with the most recent zoning change to CD-SC in March 2003. The current request for CD-PDM zoning would permit commercial uses to be located on the Guilford College Road frontage, with a maximum of 234 residential condominium units located on the western portion of the site.

The site is classified as Mixed Use Commercial on the Generalized Future Land Use Map of Connections 2025. It meets the Reinvestment/Infill Goal of the Comprehensive Plan and several policies as described above.

With the current zoning conditions proposed by the applicant, the project will contain a horizontal mix of residential and commercial uses, both of which will be connected with pedestrian connections. Due to the close proximity of a proposed train station location at the intersection of West Market Street and Guilford College Road, Staff requested the applicant consider higher residential densities and a more integrated mix of uses. While the project does not achieve the necessary residential density to support a train station, it does comply with the intent of the Mixed Use Commercial land use designation.

**GDOT:** There is a planned intersection improvement project at the intersection of Guilford College Road and W. Market Street. Construction plans are currently under design and the construction start date is scheduled Fall 2008.

**Water Resources:** An appropriately sized drainage easement is required on all channels carrying public runoff (size dependent on amount of flow carried in the channel).

## STAFF RECOMMENDATION

Based on all the information contained in this report, the Planning Department recommends approval.

## ADDITIONAL INFORMATION

### Hedgecock Property -Traffic Impact Analysis

Prepared for Hedgecock Builders Supply Company of Greensboro

June 12, 2006

### Executive Summary

Hedgecock Builders Supply Company of Greensboro proposes to develop a mixed-use development off Guilford College Road in Greensboro, NC (see figure 1). The site plan proposes 250,000 square feet of retail and 234-units of residential townhouses. The project proposes three access points on Guilford College Road and a connection to Hibler Road (see site plan).

The City of Greensboro has requested a traffic analysis to determine the effect of this proposed project. Transportation engineering consultant firm *John Davenport Engineering Inc.* was contracted to provide the traffic study for this proposed development. The following intersections were included in the study:

- West Market Street @ Swing Road
- West Market Street @ Aloe Road
- West Market Street @ Friendway Road
- West Market Street @ Guilford College Road
- West Market Street @ Dolley Madison/Meadowood Road
- Guilford College Road @ Proposed Access #1
- Guilford College Road @ Hackney/ Access #2
- Guilford College Road @ Friendswood Drive
- Guilford College Road @ Hibler Road
- Guilford College Road @ Big Tree Way
- Guilford College Road @ I-40 EB/WB Ramps

These intersections were analyzed for the following scenarios:

- 2006 Existing Conditions
- 2009 Future No-Build Conditions
- 2009 Future Build conditions

Per the request of GDOT, an AM/PM peak and a Saturday Peak was used for the analysis of this development. The proposed build-out year for this development is 2009.

Based on the Institute of Transportation Engineers Trip Generation Manual, this proposed development is expected to generate approximately 13,642 daily new trips; with 373 (182 enter - 191 exit) trips during the AM peak, 1,267 (631 enter - 636 exit) trips during the PM peak, and 1,663 (866 enter - 797 exit) trips during the Saturday peak. A full trip generation table can be found on page 12 of the report. The level of service table on the following page represents the summary for the projected impact of this development:

Based on the traffic analysis results, the following recommendations are made:

West Market Street @ Swing Road

- No improvements recommended

West Market Street @ Aloe Road

- No improvements recommended

West Market Street @ Friendway Road

- No improvements recommended

West Market Street @ Guilford College Road

- Construct an additional northbound left turn lane
- Revise traffic signal as necessary

West Market Street @ Dolley Madison/Meadowood Road

- No improvements recommended

Guilford College Road @ Proposed Access #1

- Restrict to right-in/out
- Construct a 100-foot southbound right turn lane
- Note that the placement of this driveway should be in accordance with NCDOT and GDOT requirements.

Guilford College Road @ Hackney/Access #2

- Construct a left-over intersection. Guilford College Road will need to be widened slightly to accommodate for the medians.
- This left-over should have 200-feet of storage.
- Construct a 200-foot southbound right turn lane.

Guilford College Road @ Friendswood Drive

- A 100-foot southbound right turn lane.
- The new approach would be configured to have a right, left/thru, and left turn lane. The storage necessary would be 200 feet.
- Remark Guilford College Road to provide for a 300-foot northbound left turn lane.
- Based on the LOS analysis, this intersection will not function well without the installation of a traffic signal. However, a Signal Warrant Analysis should be



performed prior to the installation of a traffic signal.

Guilford College Road @ Hibler Road

- No improvements recommended.

Guilford College Road @ Big Tree Way

- No improvements recommended.

Guilford College Road @ I-40 EB/WB Ramps

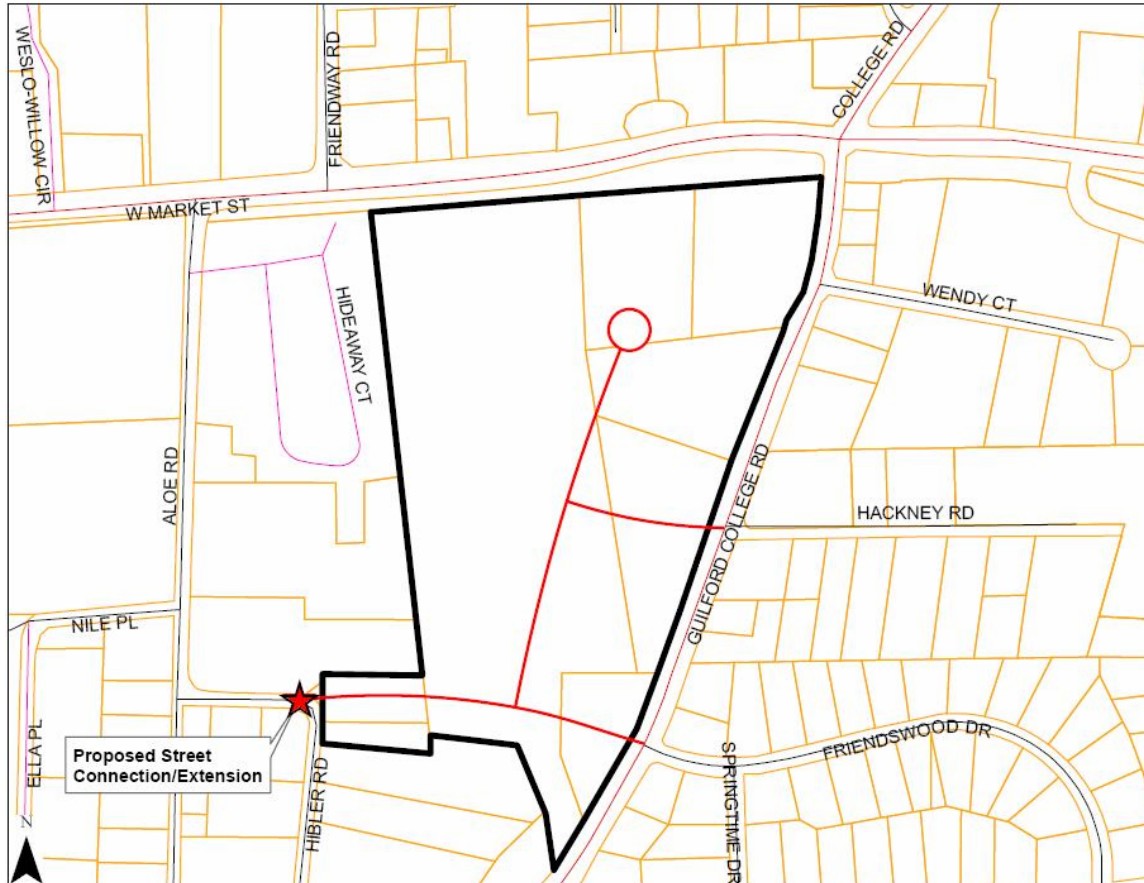
- No improvements recommended.

## Level of Service Table

Intersection	AM Peak				PM Peak				Saturday Peak			
	2006 Existing	2009 Future No-Build	2009 Future Build	2009 Future Build w/ improve.	2006 Existing	2009 Future No-Build	2009 Future Build	2009 Future Build w/ improve.	2006 Existing	2009 Future No-Build	2009 Future Build	2009 Future Build w/ improve.
W. Market St. @ Swing Rd.	B (11.8)	B (13.7)	C (26.3)	C (26.2)	C (21.0)	C (22.3)	C (22.9)	C (22.9)				
W. Market St. @ Aloe Rd.	B (13.7) NBL	B (14.7) NBL	C (15.4)	C (15.4)	C (19.4) NBL	C (22.5)	D (29.8)	D (29.8)				
W. Market St. @ Friendway Rd.	C (27.5)	C (30.8)	C (30.9)	C (30.9)	C (21.5)	C (22.8)	C (24.2)	C (24.2)				
Guilford College Rd. @ W. Market St.	D (53.8)	D (44.7)	D (46.5)	D (44.6)	D (49.7)	D (52.0)	E (57.8)	D (54.9)	D (53.6)	D (42.8)	E (59.8)	D (49.0)
Guilford College Rd @ Dolley Madison/Meadowood	D (38.2)	D (38.7)	D (39.3)	D (39.2)	D (43.5)	D (48.8)	D (51.4)	D (51.6)				
Guilford College Rd. @ Access #1			B (10.5) EBR	B (10.9) EBR			B (13.7) EBR	B (13.7) EBR			B (14.8) EBR	C (15.0) EBR
Guilford College Rd. @ Hackney/ Access #2			B (10.6) NBL	B (10.8) NBL			B (13.1) NBL	B (13.1) NBL			C (22.0) NBL	C (22.3) NBL
Guilford College Rd @ Friendswood Dr./ Access 3	C (17.9) WBL	C (19.9) WBL	F (61.1) EBL	B (11.9)	C (21.5) WBL	C (24.3) WBL	F (*** ) EBL	C (23.2)	C (20.1) WBL	C (22.5) WBL	F (*** ) WBL	C (33.9)
Guilford College Rd @ Hibler Rd	E (41.2) WBL	F (56.9) WBL	F (103.5) WBL	F (139.0) WBL	F (58.4) WBL	F (89.8) WBL	F (184.7) WBL	F (184.7) WBL				
Guilford College Rd @ Big Tree Way	A (7.1)	A (8.3)	A (8.3)	A (7.6)	A (8.3)	A (9.3)	B (10.7)	B (10.7)				
I-40 WB Ramp @ Guilford College Rd	C (31.2)	C (34.9)	C (31.2)	C (31.1)	C (34.7)	D (37.6)	D (39.0)	D (39.0)				
I-40 EB Ramp @ Guilford College Rd	B (16.8)	C (20.1)	C (26.1)	C (24.9)	C (31.1)	C (34.4)	D (35.5)	D (35.5)				

The Greensboro Department of Transportation is currently in the planning process to make major improvements to the intersection of Guilford College Road and West Market Street. These improvements include the addition of right turn lanes on all approaches, as well as the construction of double left turn lanes on the east and westbound approaches. These improvements were assumed to be in place by the build out year of 2009, and were included in the analysis.

This mixed-use project is planned for one of the busier intersections in Greensboro (Guilford College @ West Market Street). However, as stated above, projects of this type tend to generate fewer new trips on the road network than single-use developments. This is because many of the services that the residential portion of this project will need will more than likely be located within the commercial section, thus allowing some trips to be internal to the site. It is also likely that some of these residents will choose to walk or ride a bike to these services. Additionally, GDOT has plans in place to make major improvements to the Guilford College @ West Market Street intersection which will add significant capacity. Although this project will add additional traffic to the area, its impacts can be mitigated by the recommended improvements. As proposed this project could be helpful in addressing some of the existing traffic conditions such as at the intersection of Hibler Road @ Guilford College by providing access to a proposed traffic signal. The level of service analysis indicates that the level of service for all of the studied areas will be maintained or in some cases improved over the current conditions during the build-out year of 2009. Therefore, although this is a relatively large project, we do not anticipate that its development as proposed (with the recommended improvements) will significantly affect the overall driving conditions in the study area.



### **Street Connection Policy:**

In accordance with Section 30-6, 13.3 (C) of the Greensboro Development Ordinance, street extensions that extend from existing neighborhood through a proposed development site into or through another existing neighborhood shall be evaluated and established based on the following criteria:

1. Emergency Response Times:  
How much a street connection may decrease emergency response times or enhance emergency vehicle access.  
(Fire Department to evaluate, Robert Cudd)

Alternate routes and connected streets are beneficial not only in response times but also helps provide better access to public and private property. This means more emergency responders are able to get closer to the scene with necessary equipment and provides the ability to maneuver vehicles.

2. Excessive Block Lengths:  
Evaluate current neighborhood block lengths and determine if a street connection is needed.  
(Planning Department to evaluate, Steve Galanti)

Section 30-6-13.4 (Block Length) of the Development Ordinance requires the following:

The block length shall not exceed one thousand, five hundred (1,500) feet:

A1. The block along the west side of Guilford College Road (between West Market Street and Hibler Extension) is currently approximately 3,319 feet. With the connection of the through-street the block would be divided into two segments, one at approximately 1,862 feet and one at approximately 1,472 feet. Although the connection depicted on the map submitted for review does not comply fully with the requirements of the Ordinance, the situation would be closer to compliance (and meeting the intent of the provision) than not having the connection. **Therefore, the connection is recommended.**

A2. The block along the east side of Hibler/Aloe (between West Market Street and Hibler Extension) is currently approximately 3,160 feet. With the connection of the through-street the block would be divided into two segments, one at approximately 1,863 feet and one at approximately 1,297 feet. Although the connection depicted on the map submitted for review does not comply fully with the requirements of the Ordinance, the situation would be closer to compliance (and meeting the intent of the provision) than not having the connection. **Therefore, the connection is recommended.**

B. maximum block perimeter of six thousand (6,000) feet:  
The current block perimeter measures approximately 9,118 feet. With the street connection the current block would be divided into two blocks, one with a perimeter of approximately 6,672 feet and the other with approximately 3,727 feet. Although the connection would not create two blocks that comply fully with the requirements of the Ordinance, the situation would be closer to compliance (and meeting the intent of the provision) than not having the connection. **Therefore, the connection is recommended.**

C. Cul-de-sac Maximum Length: The maximum distance from an intersecting through street to the end of a cul-de-sac shall be eight hundred (800) feet.  
Review of cul-de-sac length is not applicable to this case.

D. Other concerns: The street connection will convert the existing Hibler “elbow” into a City Standard “T-type” intersection. **Therefore, the connection is recommended.**

3. Traffic Congestion:  
Existing and/or anticipated street patterns warrant a street connection(s) in order to reduce traffic congestion.  
(Greensboro Department of Transportation to evaluate, Carrie Reeves)

The proposed street extension/connection is proposed to be local residential street, and is not anticipated to have any impact on traffic congestion level within the area.

4. Pedestrian:  
Existing street and sidewalk patterns warrant a street connection(s) and or sidewalk connection(s) to enhance pedestrian and bicyclist activities.  
(Greensboro Department of Transportation to evaluate, Peggy Holland)

The proposed street connection will provide pedestrian and bicycle connection between existing and proposed residential streets.

5. Coordinated Street Plan:  
A street connection fits into adopted street plans (thoroughfare plan, collector street plan, and local street plan)  
(Greensboro Department of Transportation to evaluate, Carrie Reeves)

There are no adopted street plans for this area.

6. Extraneous Traffic:  
Whether or not a proposed street connection(s) would encourage traffic volumes with origins and destinations outside the existing neighborhood or encourage truck traffic to pass through the neighborhood.  
(Greensboro Department of Transportation to evaluate, Carrie Reeves)

The proposed street connection is not anticipated to encourage extraneous traffic to utilize this local residential street network.

7. Impacts to Natural Areas:  
Whether or not a proposed street connection(s) would adversely affect streams, lakes/ponds, and whether or not there are topographical barriers or unique natural areas.  
(Greensboro Department of Transportation, Water Resources Department, and Parks and Recreation Department to evaluate, Virginia Spillman, Mike Simpson)

Water Resources: There are streams on other areas of this property that the developer will have to obtain the proper permits in order to develop this piece of property. However, there are no major streams or ponds that would prohibit the extension/connection of Hibler Road.

Parks and Recreation: There are no topographical barriers or unique natural area.

8. Impacts to Public Facilities:

Whether or not a proposed street connection(s) would adversely affect other public facilities such as parks, bike trails, nature trails, and natural areas. (Greensboro Department of Transportation and Parks and Recreation Department to evaluate public facilities, Mike Simpson, Peggy Holland)

Parks and Recreation: There are no impacts to public facilities such as parks, bike trails, nature trails, and natural area.

9. Public Service Delivery:

Whether or not a proposed street connection would enhance delivery of public services.

(Greensboro Department of Transportation and Environmental Services to evaluate Carrie Reeves)

GDOT: The proposed street connections will improve the routing and delivery of goods and public services such as solid waste collection, mail/package deliveries, school bus routing, and water/sewer line connections.

Environmental Services: It continues to be the Department's preference to require the connection of all streets to allow ease of service delivery. During the event in which connectivity is not physically possible, it is the preference of the Department to allow adequately sized turnarounds. Such turnarounds should be constructed to the minimum City street design standards.

This recommendation is based on the Department's ability to provide solid waste services. For the solid waste operations, staff is instructed to avoid backing the solid waste vehicles. Five independent solid waste collection services are provided to resident/businesses on a weekly basis. Three of the five services are managed by a single operator, no safety spotter is available to guide the vehicle or assist maneuvering the vehicle safely with its inherent blind spots. The minimum length of the solid waste vehicles is 33 feet. Due to these constraints, operators are instructed to avoid backing and use available constructed turnarounds and paved areas. Supervisory staff notifies residents of obstacles placed within the turnaround locations that prevent the delivery of solid waste services.

Conclusively, solid waste service delivery is enhanced with the City's position to encourage street connectivity.

**Public Involvement Procedure:**

When, during the rezoning stage, the initial analysis by the City of Greensboro staff indicates a proposed street connection is warranted (based on a review of criteria 1-9) the Zoning Commission meeting will serve as the public hearing for public involvement and information gathering.

When, during the plan review stage, the initial analysis by City of Greensboro staff indicated a proposed street connection is warranted (based on a review of criteria 1-9) and prior to City of Greensboro staff making a recommendation to the Technical Review Committee, an information gathering meeting will be held with adjacent property owners to seek additional information related to criteria 1-9.

(Greensboro Department of Transportation to coordinate public involvement)

Should a proposed rezoning or an appeal of a TRC plat denial be made, this form (and attached map showing all proposed street connection locations and public involvement summary) will be provided to the Planning Board and City Council for their use and consideration in the appeals process.

**Staff Recommendation:**

The attached graphic in this street connectivity evaluation document is only to illustrate a conceptual connection (or one alternative) of how Hibler Road could be connected/extended to Guilford College Road. It is for illustrative purposes only. The goal of this evaluation is simply to illustrate whether or not some type of connection should be made between Hibler Road and Guilford College Road.

The proposed connection would meet block length and perimeter, and cul-de sac ordinance requirements. There are no impacts to natural areas and streams. The City of Greensboro will be more able to provide better/efficient services and the connection will provide for other modes of travel such as bikers and walkers. Therefore, City Staff recommends some type of connection between Hibler Road and Guilford College Road.

Date: September 1, 2006

Name: Carrie S. Reeves, PE